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EIGHT PAGES.

TRANSFER TERMINAL WILL BE LOCATED IN CONNELLSVILLE.

Less Carload Shipments to Be Reloaded Here for Eastern Points, Insuring Big Handling Crews.

FREIGHT HOUSE TO BE LARGE

Connellsville Will Be Most Important Point on the System of P. & L. E. and W. M. Railroads—Outlet to New York—Activity in West.

Connellsville, next to Pittsburgh, is to become the most important point on the combined lines of the Western Maryland and Pittsburg & Lake Erie railroads. It will be more than the mere physical dividing point of the two systems for the plans of the railroad companies call for the location of the big transfer terminal at this point. The transfer terminal is an important point on any railroad system, it is the exchange point of large freight houses and the employment center of freight handlers. It is the point where less carload shipments are reloaded into cars bound for various destinations.

Connellsville may not be a terminal in the fullest sense of the word. That is, this city may not be the point where passenger crews on through runs will lay over. Neither will it be the lay-over point for freight crews; for an announcement is expected within a few days that the main yards of the two railroads will be located at Dickenson Run. The prosperity of Dickenson Run, however, will be largely reflected upon Connellsville.

If Connellsville is not these things, however, it will be the transfer terminal, which means much. Those who have seen the plans for the terminal here say they provide for the location of one of the largest freight depots in this section. There is considerable curiosity why the Pittsburg & Lake Erie secured so much land in the northern section of the West Side; certainly too much for the local freight business. Expected to develop, and not anticipated, is the general yard. The answer is the terminal transfer. Less car load shipments from the Monongahela river division of the Pittsburg & Lake Erie and the new Bethlehem & Northern railroad, which is being built into West Virginia, when billed for points east, will be sent to Connellsville for transfer, instead of Pittsburg, as at present. In other words, this is to be the most important terminal for local freights, not excepting Cumberland.

Very quantities of less carload lots are shipped via the Pittsburg & Lake Erie, some of these lots, in fact, are shipped by this railroad and more will be reached by the Bethlehem & Northern. Much of their shipments come in less than carload lots. All of these, when condemned to eastern points, will be transferred here. That means employment for scores of freight handlers. Through cars to Baltimore, New York and other eastern cities will be made up here and the through freights originated from this point.

This is one feature never given much publicity which means much to the railroads. The connection will be the outlet into New York. The general impression seems to be that the Western Maryland connecting link is being built between Connellsville and Cumberland for the sole purpose of giving a shorter and better route into Baltimore. While this is a big factor, the fact is that the Pittsburg & Lake Erie is also gaining an opening to New York, one that is almost as short as the route of the Pennsylvania. This is through a traffic agreement which is either in effect, or pending with every railroad. The connection is closed, with the Pittsburg & Reading at Gettysburg. Through the Pittsburg & Reading entrance is gained also to the Philadelphia terminals.

It is not merely a dream to prophecy that in the near future solid Pullman trains will be running between Pittsburg and New York over the new railroad, trains with a running time rivaling that of the fastest Pennsylvanians. Nor is it unlikely that through trains between Chicago, Cleveland and New York will be running through here, solid Pullmans speeding to beat the best time that has yet obtained.

With fast service is inaugurated over the new line to Cumberland it is expected that all passenger and freight cars will be run over this road, and Dickenson Run, where the joint yards will be located. After the roadbed and line is in shape for fast running it is probable that the through passenger runs will be from Cumberland to Youngstown, Ohio, where the Lake Erie connects with the Lake Shore & Michigan Southern, an allied New York Central company. The traffic managers may decide on a different arrangement, however, for there is no telling what a traffic department may do. To a layman it would appear that the management will be up against a seri-

MASKED BURGLARS EXCHANGE SHOTS WITH MCKEESPORT POLICE; ATTEMPT TO BLOW UP POSTOFFICE.

Were Working on Safe Which Contained \$40,000 in Currency When Detected—Police Open Fire With Revolvers and It is Returned—No One is Injured

But Robbers Escape.

United Press Telegram.
McKeesport, Pa., Feb. 27.—Five masked men were detected at an early hour this morning attempting to blow up the safe in the McKeesport post office which contained \$40,000 in currency.

The robbers had cut the burglar bars by means of the ladder which they broke into the Federal building.

The police opened fire with revolvers and it was returned. There was an exchange of shots in which no one was injured.

The battle between the burglars and police awakened the whole community. Under a heavy rain

gover and in the darkness the burglars made their escape.

It was stated that they secured nothing of value and had placed a charge of nitroglycerine in the big doors of the safe but were detected before the fuse could be touched. In the ensuing battle the burglars were too busy attempting a means to escape to give attention to the treasure within their reach.

The burglars escaped in an automobile they had nearby. They walked away in the darkness followed by a fusillade of shots from the police who were stationed in positions of safety in the vicinity.

The police were notified about 3 o'clock this morning to watch for two men, both dressed in dark suits and wearing black slouch hats. Officers Rottler and McCullough searched two incoming Baltimore & Ohio freight trains but the crew had seen no men answering the description of the robbers.

The entire night force kept a lookout for suspicious persons but none was seen. The McKeesport police gave no information regarding the amount of money taken but said bills and stamps had been secured by the during looters.

PLANTS OF FRICK COMPANY ALL WILL RUN SIX DAYS.

That Is the Schedule for This Week and It Spells a Return of Prosperity Shortly for the Coke Region.

On Saturday the H. C. Frick Coke Company issued orders for a six-day run this week at all plants. This is the first all around six-day order since the week of August 6th, 1910, when they had 15,082 ovens in blast, as compared with 14,037 now. Of course, some of the plants have run six days at intervals; but the average has been nine days thus far.

During the dull period, the Frick Coke Company followed its established custom and saw to it that all idle operations were kept in such condition that they could be fired full in short notice; oven repairs kept up, falls in the mine cleaned away, and stock in

good condition, in fact, everything ship shape, just as though the plants were running.

The superintendent at one of the large plants of the company stated the other day that so far he has not been handicapped by any shortage of labor, in fact, he has had more applicants than he could find jobs for, and this has always been the case when a portion of the reston resumes after an idle period.

In the Yough region or the vicinity of Connellsville the plants are running about 80 per cent of their ovens. They have been making two days a week.

South African Visiting Here

Mrs. McClain With Auxiliary

Miss Agnes McClain of Columbus, Ohio, First Vice Grand to the Ladies Auxiliary to the Brotherhood of Railway Trainmen, was present Saturday afternoon at a special meeting of the local Auxiliary held in Muta Hall. The meeting was largely attended and was a success.

J. Grotin had no daugher brother was coming this way until he had arrived.

Ozer Grotin went from Europe to South Africa during the Boer war and made good. He is now one of the rich men in his community. Elliott is about the same size as Connellsville.

Mr. Grotin, before coming here, visited London and Paris. He also took a trip to the New York banks and hotel the Bostonian Limited for Connellsville Friday night. He is the son of his brother at J. Grotin's home, 706 Vine street.

Those Leans are After Fats Again

Announcements are being made for a game between the Pats and the Leans on a preliminary to the McKeesport basketball game here tomorrow night. The Leans this morning issued a challenge to the Pats and it is almost certain to be accepted.

The game between the Pats and Leans here a few weeks ago was one of the funniest sights fans have had a chance to see. There have been several requests for another exhibition between the same teams and Manager H. E. March of the Colors is exerting every effort to have it come off tomorrow night.

Fair and Cold Fair and colder tonight. Tuesday fair is the noon weather forecast.

DEVELOPMENT COMPANY BUYS COAL LAND NEAR OHIOPYLE.

Power Company That Is Chartered to Harness the Falls Looking Ahead to Its Fuel Supply.

The Ohiopyle Falls Development Company and the Ohiopyle Falls Light, Heat & Power Company, which has recently received incorporation papers from the State, are active around Ohiopyle and the people of that neighborhood look for big things in the near future. It was stated today that white agents for the company are working quietly and apparently desirous of keeping their plans under cover, much has already been accomplished.

Something like 250 acres of coal land in the neighborhood of Ohiopyle has been purchased and negotiations are pending for more. It is the Free-

port and Kittanning valley. The coal is being purchased outright by the company not optioned, indicating that the promoters of the plan to harness the falls and develop the possibilities of Ohiopyle as an industrial community mean business.

As yet no work has been started towards harnessing the falls with a view to securing electric power. The actions of the company have so far been limited to taking up the coal lands and organization.

Pittsburgh capitalists are interested in the two companies, the principal object of which is to generate electric power from the falls at Ohiopyle.

Reports of Attorney E. C. Higbee contemplated entering injunction proceedings to restrain the railroad or damages from going into effect were denied this morning by Attorney Higbee himself.

Mr. Higbee, who represents M. J. Rohm and other West End property owners, stated that he contemplated no action in injunction and that the matters between his clients and the railroad companies would be all decided by the court.

Local contractors will be given every opportunity to submit bids for erecting the structure. It is the policy of the department to let contracts to local contractors when possible.

The Federal building adds another big sum to the money that will be expended in Connellsville during the coming spring. There is every indica-

NEARLY \$100,000 PAID OUT IN RELIEF AND PENSIONS IN 1910.

Statements of the H. C. Frick Coke Company and Carnegie Funds Given Out at Scottdale This Morning.

To Set Date for Dedication

THE TOTAL AMOUNT \$91,083

Some of the Features and Regulations of the Pension and Benefit Funds As Applied to Employees in the Connellsville Coke Region.

The Carnegie Relief and the H. C. Frick Coke Company Voluntary Accident Relief Funds together paid out at the works of the H. C. Frick Coke Company in Fayette and Westmoreland counties, in the year 1910, \$91,083.67. The statement of the year's payments was received at the H. C. Frick Coke Company office at Scottdale this morning. The total amounts paid are as follows:

Death and Accident Benefits \$22,412.07
Health Benefits 29,472.00
Physicians' Services 4,055.00
Hospital Charges 1,451.50
Funeral Expenses 781.30

Total \$91,083.67

The Carnegie Relief Fund was established in 1901, with a fund of \$4,000,000 and was merged with the United States Steel Corporation's Relief Fund of \$8,000,000 in 1910, making a total of \$12,000,000.

According to the regulations of this fund, any man who has been 20 years or longer in the service, and has reached the age of 70 years, and any woman who has been 20 years or longer in the service and has reached the age of 60 years, is entitled to pension, either upon their own request or the request of their employing officer. Any employee who has been 20 years or longer in the service and has become permanently totally incapacitated while on duty, may also be pensioned.

Pensions are paid on the basis of 1 per cent of the amount which she received during the last 10 years of service; but no benefits shall be more than \$100 or less than \$12 per month. While pensioners will be permitted to re-enter the service, they are not barred from engaging in other business.

The H. C. Frick Coke Company Voluntary Accident Relief Fund was started May 1, 1910. It is entirely voluntary on the part of the company, no contribution whatever being made by the employees.

Any employee is entitled to benefits immediately upon entering the service. Benefits will not be paid for the first ten days of disbursement, or for a longer period than 52 weeks.

Under the rules, married men living with their families in the service 3 years or less, will receive 50 per cent of their daily wages at the time of accident, and for each additional year above 5 years, 2 per cent will be added. For each child under 16 years, 5 per cent is added; but in no case shall the relief exceed \$2 per day for married men.

Single men who have been 5 years in the service shall receive 35 per cent and for each additional year, 2 per cent, the total benefits in no case to exceed \$1.50 per day.

The amount of relief in case of total disbursement is left to the discretion of the manager, but his discretion shall be exercised so as to give substantial relief corresponding as far as possible to the following amounts:

For the loss of a hand, twelve months wages.

For the loss of an arm, eighteen months' wages.

For the loss of a foot, nine months' wages.

For the loss of a leg, twelve months' wages.

Relief for the families of employees killed in accidents at works of the company will be paid where it is shown that death resulted in direct and proper connection with the performance of the employee's duties; together with funeral expenses not exceeding \$50.

No relief will be paid for death caused or contributed to by the intoxication of the employee killed, and no relief will be paid to the family of any employee if suit is brought against the company. In no case shall the death relief exceed \$2,000.

West Penn Gets Fine New Sign

ADVERTISEMENTS FOR BIDS ON FEDERAL BUILDING.

Supervising Architect of Treasury Department Says These Will Go Out From Washington Today.

Congressman Allen F. Cooper has received information that the Supervising Architect of the Treasury will today mail notices asking for bids for Connellsville's Federal building. These notices should reach here this evening or tomorrow. They will contain the time limit for filing bids. The notices will also give an idea as to the time that work will actually start on the structure.

Local contractors will be given every opportunity to submit bids for erecting the structure. It is the policy of the department to let contracts to local contractors when possible.

The Federal building adds another big sum to the money that will be expended in Connellsville during the coming spring. There is every indica-

tion that this year will be one of the best the local building firms have ever known. The Federal building will cost, complete, in the neighborhood of \$75,000. The new depot of the Pittsburg & Lake Erie and Western Maryland railroad is to cost approximately \$35,000, not including the McCreary building, which will, it is said, cost, a business block on Pittsburg street adjoining the McCreary structure. Besides these large buildings other work has been contracted for or is contemplated that will run the total into thousands of dollars.

The Federal building adds another big sum to the money that will be expended in Connellsville during the coming spring. There is every indica-

Burgess Evans this morning signed a permit granting the West Penn Electric Company permission to erect a large sign in front of its office building on West Main street. The sign has been designed by Illuminating Engineer E. J. Morris and will cost, it is said, several hundred dollars. The sign is to be vertical, three feet wide and 24 feet high. It is to be fancy, too, with a multi-colored snake border and other fixings.

The sign has been ordered and will be put in place as soon as it arrives.

The Social Calendar.

Local.

MONDAY.—The Young Ladies' Society of the Immanuel Congregation Church will hold a reception in Narrick hall.

TUESDAY.—Mrs. J. McD. Hayes of Mt. Pleasant will entertain at a tea at her home, "Orchard Hill," in honor of Mrs. Phillips of Columbus, O., formerly of Connellsville. The affair will be an informal one, the invitations being limited to just the intimate friends of Mrs. Phillips. The guests will be mostly from Connellsville.

Mrs. A. Atkinson will entertain the Star Thimble Club at her home on North Pittsburg street.

FRIDAY.—Miss Allen will entertain the L. L. Club at her home on Seventh street, West Side.

SATURDAY.—Miss Agnes Rogers will entertain the Mt. Pleasant and Scottsdale Literary Club at her home on East Main street. —Miss Sarah Gallagher will entertain the H. H. Club at her home on Sixth street, West Side.

Clubs and Societies.

MONDAY.—A meeting of the Sunday school teachers and officers of the United Presbyterian Church will be held at the home of Dr. and Mrs. J. F. Kerr on Fairview avenue.

TUESDAY.—The Ladies of the Macabees will meet in Old Pittsburg hall. —The Ladies' Aid Society of the First Presbyterian Church will meet at 2:30 o'clock in the church. —The Epworth League of the Methodist Episcopal Church will meet at the home of Mr. and Mrs. W. R. Clasper on Green street.

WEDNESDAY.—The Ladies' Auxiliary to the O. R. C. will meet in Old Pittsburg hall. —The Woman's Foreign and Home Missionary Society of the First Presbyterian Church will meet at 2:30 o'clock in the church. —The Epworth League of the Methodist Episcopal Church will meet at the home of Mr. and Mrs. A. B. Stauffer on Third street, West Side.

THURSDAY.—The Ladies' Auxiliary

Teachers Institute at Dawson Success

Largely attended and very successful was a teachers' institute held Saturday in the Cochran Memorial Hall at Dawson. The institute was in charge of Principal Roy L. Scott, and his assistants, Misses Martha Rowan, Alpha French and Kathryn Bailey.

Anor the speakers were Prof. C. H. Schwab, principal of the Dunbar township High School; Dr. H. J. Bell, a member of the Dawson Board of Education; Harry J. Crawford, Prof. H. C. Smith, Supervisor Principal of the Dunbar township schools; Prof. J. D. Sheetz, W. Bissell Carr, Esq., of Uniontown and Miss Anna E. Thomas of the Pearl City State Normal.

Miss Pearl Kreck was the organist. A feature of the program was a girls' chorus composed of 20 pupils of the school. The vocalists were Mrs. Eleanor Cochran, Miss Alice and George Snyder of Pittsburgh.

Squire Clark Married Pair

Squire W. P. Clark had a civil and criminal business Saturday afternoon long enough to marry R. C. Lentz of Mt. Pleasant and Miss Vesta Collins of Mill Run. The couple appeared with a Westmoreland county marriage license and asked the Squire to tie the knot. He did.

Miss Collins, who gives her age as 19, is a daughter of Neri Collins, who was drowned in Indiana creek during a flood six years ago.

HE JUST SAVED.

Inresting Story of an Old Gentleman Who is Quite Wealthy.

The other day, an old gentleman who lives in New Pittsburgh street and is quite well off, who asked how he accumulated his money said, "Well, I just saved—always put by a little out of every dollar I made. When I got a good sum together I bought a piece of property. It rose in value after a while and I sold it. Then I bought more property and sold it too at a profit. No, I was never in business for myself. I worked for other people all my life, but, as I said before, I always saved something out of every pay."

The real story of the old gentleman's story is this: "I have saved and that is something that anyone can do if he honestly tries." A Saving Account is a great help. You can open one with the First National Bank of Connellsville with \$1. Four per cent, and absolutely safe guaranteed.

DEATH OF BABY.

Marie Lane, Little Daughter of Mr. and Mrs. C. T. Lane.

Marie Lane, aged 1 year, 3 months and 16 days, daughter of C. T. and Mary Lane, died Saturday at noon at the family residence on Pine street, South Connellsville. Funeral services were held from the First Christian church afternoon at 2 o'clock. Rev. Dr. C. Miller, pastor of the South Connellsville Evangelical church, officiated in the First Christian church cemetery, in Chestnut Hill cemetery.

Teachers' Institute.

A teachers' institute in North Union township Saturday attracted many teachers from all over the county. It was held in the municipal building at Uniontown.

Five Die When Homes Burn Down

United Press Telegram.

WILKESBARRE, Feb. 27.—Five persons lost their lives and three were seriously injured as the result of a fire in the mining village of Onedia, 50 miles from here, early today. The fire was caused by the explosion of an overturned lamp.

The dead are Gabriel Gabroski, aged 13, whose home was destroyed, and his four children, Annie 12; Mary, 8; Michael, 4; and Gabriel, 1. Mrs. Gabroski and her crippled son, John, escaped from the rear of the house.

The home of Michael Slavak was also destroyed.

JAMES MACMAHON DEAD.

Nephew of Mrs. Ellen Kelly and Joseph McMahon of Town.

James McMahon, aged 25 years, died this morning at his home in Ocean, Md. Duncan was a son of Philip and Mary McMahon, who were nephews of Mrs. Ellen Kelly, and Joseph McMahon of Connellsville. Philip McMahon, who is employed in Connellsville is a brother.

Decedent was a clerk for the Connellsville Coal Company at Ocean, Md. His widow and one child survive. Funeral Wednesday morning at Frostburg, Md.

HOME MISSIONARY

To Hold a Meeting at Uniontown Tomorrow Afternoon.

A meeting of the Board of Directors of the Woman's Home Missionary Society of the Methodist Episcopal church of Uniontown, will be held tomorrow at the McCormick Slovavac Training school, Uniontown. Mrs. W. A. Bishop, president of the Home Missionary Society of the local Methodist Episcopal church, accompanied by other members of the society will attend. All persons desiring to attend the meeting are requested to leave Connellsville on the 1 o'clock street car.

A Helpful Training.

MANY a man who has had to make his own way in the world has expressed his gratitude for having sound principles instilled into his mind during the early years of his life. A child should be taught to have a part of the money which comes into his hands and a savings account will greatly assist in accomplishing this desirable object. The Citizens National Bank, 135 Pittsburg street, Connellsville, Pa. Capital and surplus \$200,000.

Mail Order Special.

It is very gratifying the remarkable success we have made in our mail order business. Our satisfied customers are our best advertisement. Our 25c letter to post office for \$2.00 is equal to the cost of a 25c letter to post office in most places. Don't forget to try our coffee. We sold most places for 30¢; 10¢ pounds for \$2.50 with butter order. We may express everywhere. Chienko Dairy Company, Connellsville, Pa.

State Organizer Here.

Miss Ethel Taylor, State organizer and secretary of the C. W. B. M. Auxiliary will be present at the regular monthly meeting of the C. W. B. M. Auxiliary of the Christian church at 2:30 o'clock in the lecture room of the church.



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Fifty Years Ago Sunday.

Feb. 26.

Title "King of Italy" conferred on Victor Emmanuel by parliament.

Prince Joseph of Austria enlarged the constitution and established it as the fundamental law of the empire.

The approaching inauguration of Lincoln was the chief topic of the hour. Stock exchanges were crowded. In the Confederate states recruiting was vigorous and powder mills "busy."

Fifty Years Ago Today.

Feb. 27.

Western reached New York at 11:40 a.m.

The Confederate congress instructed the naval committee to inquire into the propriety of constructing armored warships, a class of vessels new to an American navy. This proved the first definite step toward that startling revolution in naval warfare which the famous Merrimac and Monitor inaugurated one year later in Hampton Roads.

Striking Clerks Injure Bankers

United Press Telegram.

NEW YORK, Feb. 27.—Striking bank clerks buttonholed today the depositors of 29 East Side banking institutions with a view to persuading them to take their patronage elsewhere. The striking clerks formed lines of pickets outside various institutions they would have done credit to the best organized labor unions.

The clerks demand more pay and shorter hours.

No Decisions by the Supreme Court

United Press Telegram.

WASHINGTON, Feb. 27.—Important decisions were expected from the Supreme Court today but they did not materialize. Attorney General Wickham, anticipating that the Standard Oil and tobacco trust cases would be decided, was present when the court convened.

Contrary to expectations no decisions were rendered by the court.

TWO WORKMEN HURT

On Construction of the Western Maryland Railroad.

Two employees of the Western Maryland Railroad Company, both Indians, were slightly injured yesterday when a locomotive hit them.

Charles Muttal, who resides on Lime stone hill, has both legs injured, while Gabriel Chendant of Fayette has his right leg and foot injured.

Willis Skinner's Funeral.

Largely attended was the funeral of the late Willis Skinner which took place Sunday morning at 11 o'clock from the Indian Creek Baptist church. Mr. Skinner was widely known in that section and the church was filled with friends and relatives.

King's Daughters.

The regular meeting of the King's Daughters of the First Presbyterian Church was held Saturday evening at the home of Mrs. J. M. Geith at South Connellsville. The meeting was well attended. A social hour and refreshments followed the business meeting.

Cottage Prayer Meeting.

The organization of the First Baptist church will hold a cottage prayer meeting this evening at the home of Mr. and Mrs. Rice Boyd at Moyer, and Mr. and Mrs. David Evans at South Connellsville.

State Organizers Here.

Mr. Charles H. Taylor, State organizer and secretary of the C. W. B. M. Auxiliary will be present at the regular monthly meeting of the C. W. B. M. Auxiliary of the Christian church at 2:30 o'clock in the lecture room of the church.



The beautiful display of White Metal Pins we are selling and showing this week?

They are of various shapes and designs, handsomely made either in silver or Roman finish.

An expert engraver will, while you wait, engrave your name or monogram Free of Charge. Very moderate prices. For instance:

Belt Pins 39c and 49c

Collar Pins 25c, 33c and 35c

Veil Pins 25c and 29c

Neck Pins 15c and 10c

Stick Pins at 19c

Hat Pins, Cuff Links, Watch Fobs, Tie Clasps, etc.

Main Floor, Front.

WRIGHT-METZLER CO.

PISO'S

is the word to remember when you need a remedy

for COUGHS & COLDS

PISO'S CURE IN 6 TO 14 DAYS

PISO OINTMENT is guaranteed to cure any case of Coughs, Cold, Bleeding or Pruritis in 6 to 14 days or money refunded. Doc. m-w-f

PERSONALS.

Mr. and Mrs. Harry C. Gillis of Chippewa, were the guests of friends in Uniontown Sunday.

Mr. Charles H. Taylor, State organizer and secretary of the C. W. B. M. Auxiliary will be present at the regular monthly meeting of the C. W. B. M. Auxiliary of the Christian church at 2:30 o'clock in the lecture room of the church.

Mr. and Mrs. J. P. Snyder are in town.

Mrs. G. C. Gable is here from Charleroi, town.

Mrs. W. O. Schoenauer is visiting in Pittsburg today.

Miss Ethel Taylor, who has been here since last Friday, has been here several months, will be here again.

Many friends will be glad to learn of her recovery.

The latest and best moving pictures at the Solson Theatre this afternoon and tonight. One hour and a half show for 5 cents. Go to the Solson to see them.

The condition of M. J. Cunningham, who has been seriously ill, is slightly improved.

Mr. and Mrs. M. B. Luce of Perryopolis, were in town Saturday.

Mr. and Mrs. E. L. Umhoefer of Uniontown, were in town Saturday.

Mr. and Mrs. J. M. Geith of South Connellsville, were in town Saturday.

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The Daily Courier.
Entered as second class matter at the postoffice, Connellsville.

THE COURIER COMPANY,
Publishers,
The Daily Courier,
The Weekly Courier,
H. P. RYDOR,
President and Managing Editor,
J. H. S. STINSMILL,
Secretary and Treasurer.
Office, The Courier Building, 127½ W.
Main Street, Connellsville, Pa.
MONDAY, EVENING, FEB. 27, 1911.

**THE PRIVATE REVENGE
OF A PUBLIC NEWSPAPER.**

The walls of the Unofficial Organ are, like the ways of the Honest Clean-jawed journalists. They are at once impudent and amorous, plaintive and peevish, petulant and parsimonious, garrulous and peccant, pusillanimous and perfidious.

In the mad pursuit of a few paltry dollars' worth of official advertising it ignores all the proprieties, amuses and insults all of its friends, runs amuck and rants like a backwood revivalist.

If the Courier had been charged with the duty of placing the borough's official advertisements, The News would have got all of it, but because we were not in no reason why our competitor should wantonly abuse us and every one else.

The indignation that one Town Councilman is a "bald man" and another has received sufficient funds from a mysterious source to build a new barn room in his house, are gratuitous insults to honest gentlemen.

The sudden acquisition of public virtue on the part of a public publication immediately after it has refused a little private pap is too palpable for the public to misconstrue.

**COMMON SCHOOL
APPROPRIATIONS.**

The common schools of the State are the safety of its citizenship, yet no public institution is so profited by politics as the school system.

Year after year, uncountable summen seek to swell the public school appropriations without attaching proper safeguards to insure the expenditure to be applied to better school facilities.

The result has been that in most cases, the school districts have accepted the increased State appropriations and lowered local taxation, thus defeating the prime object of the legislature.

Common school appropriations should contingent upon each district making a corresponding cut in its support of the schools, because the central idea in making State appropriations is the betterment of the public school facilities and not the diminution of local taxation.

**CONNELLSVILLE
IS A RAILROAD CENTER.**

It is estimated that the Western Maryland and the Lake Erie railroads have purchased over a quarter of a million dollars' worth of real estate on the West Side, and they paid very little for it.

Yet it is intimated in certain quarters that the roads still do Connellsville no good. This is a mistake. They have done as good and they will do a good.

They must establish and maintain terminals in Connellsville because this is the divisional end of both roads. These terminals involve yards and necessitate the residence here of a large share of the train crews of both railroads.

The addition of such a population may necessarily help Connellsville. It is also possible that some day we will have to locate here. This is a central point and cannot be ignored if there was any disposition to do so.

Let's all cheer up and hope for the best.

**GOOD GRADES
AND GOOD ROADS.**

The address of James Breading Hoge before the Good Roads Institute at Brownsville betrays careful study of the question and makes one sorry that the science of good road making was not better understood when the National Pike was constructed.

In the early days of roadmaking in this country, it seemed to be the natural ambition of engineers to climb all the hills and explore all the valleys in mapping their routes. The matter of grades disturbed them not. Transportation in the good old hucky days was accomplished by "mule strength and wadawades."

In modern times, however, the cost of power and effort is carefully calculated, and roads are constructed with a view to economizing both at far as possible.

To do as good grade as well as good roads is necessary.

Meyersdale's new Chamber of Commerce received some valuable pointers from the Secretary of the Connellsville Chamber of Commerce. There's nothing mean about us.

In reply to certain instructions it might be well to state that The Courier will not solicit the publication of the railroad timetables or any suggestions concerning law and where they should be published.

Connellsville is developing some new industries, especially in mining. It is high time we had a controller.

A MHI Run man of 71 is not entirely safe in the great city.

It is not often that a hospital is quarantined, especially so noted an institution as the Johns Hopkins of Baltimore.

The Connellsville literary societies are disposed of some weighty public questions as they go along.

The Patrons turned out well on Patrons Day.

**Susanna Stillwagon
is Dead, Age 71**

**CLASSIFIED ADS.
ONE CENT A WORD.**

Wanted.
WANTED—EXPERIENCED MILLINER. Address "10" care Courier. 26febt

**WANTED—YOUNG GIRL TO ASST
IN MILLINERY WORK. Inquire 124
GREEN STREET.** 26febt

**WANTED—POSITION AS NURSE
FOR CHILDREN. Write BOX 134
Dunbar, Pa.** 26febt

**WANTED—THREE OR FOUR ROOM
FAT WITH BATH. Must be reasonable.** Address F. care Courier. 26febt

**WANTED—WHETHER YOU BUY
or not—don't fail to see the new Spring
woolens and fashion plates shown by
DAVE COHEN, Tailor. 26febt**

**WANTED—TWO OR THREE NIGHT
CLOTHES. In good health.** E. J. PAYNE, Young House. 26febt

**WANTED—WASHINGS. INQUIRIES
MRS. MARIETTA, Roslynale. Call up
GEO. MCCLINTOCK, Tri-State Phone.** 27febt

**WANTED—WHETHER YOU BUY
or not—don't fail to see the new Spring
woolens and fashion plates shown by
DAVE COHEN, Tailor. 26febt**

**WANTED—2000 FT. 20" X 20" STRUNG
satin, lace and cashmere, also
boys. Apply in person at SCHMITZ
RACKET STORE Thursday, March 2nd,
10 o'clock A.M.** 27febt

For Rent.
**FOR RENT—SMALL HOUSE, AD-
DRESS 500 WILSON AVENUE.** 25febt

**FOR RENT—FIVE ROOM HOUSE.
All conveniences. Inquire 12 SOULIS,
901½ Franklin street.** 27febt

For Sale.

**FOR SALE—PLUSH MILK AND
Butterfly, right of the Game, call
BAKERSHOP, Water street.** 25febt

**FOR SALE—SINGLE ROOM BUPP
Leghorn Bupp; best men \$1.00 per
setting of 150, second men \$2.00 per
setting. D. H. HINSON, Sentelle, Pa.** 27febt

**FOR SALE—GOOD IMPERFECT IN
the ladies' rooms; all con-
veniences. Well established boarding
house, filled with boarders. Will sell
privately or to a good household furniture
firm. Address Mrs. J. H. HOGG, 127½ Fe-
deral Street, Sentelle, Pa.** 27febt

**FOR SALE—CHEAP FOR CASH.
One Battalion Minigraph, not used more
than a dozen times. Inquire at The
Courier Office.** 26febt

**FOR SALE—SOUTH CONNELLS-
VILLE lots. Convenient, cheap, easy
terms. Inquire at THE COURIER OF-
FICE.**

**FOR SALE—SECONDHAND
FURNITURE—BEDROOMS. Inquire
at THE COURIER OFFICE.**

**FOR SALE—ADVERTISING SPACE
in this paper. Ask for rates.**

Rewards.

**REWARD—I WILL PAY \$5000 RE-
ward for information that will lead to
the arrest and conviction of the party or
parties who broke down four trees
on White Road, J. H. HOGG.** 26febt

Rent Estate.

**COAL AND TIMBER LANDS, S. M.
HUTCHINSON, Title & Trust Building,
Right.**

Plating Mill For Sale.

**WE WILL SELL THE MEYERSDALE
Plating Mill located in Meyersdale,
Pa., at private sale on early terms.**

**The proposed mill will consist of a large
plating mill with auxiliary tanks, two
water houses, stable and office.**

**It is equipped to make hardware, doors
and trim and to get out all kinds of
hardware.**

**It is the only plating mill and tank
yard in Meyersdale and has a fine
trade both in Meyersdale and surrounding
towns.**

**For price, terms and full particulars
call or write to Meyersdale PLAT-
ING MILL, Meyersdale, Pa.** 25febt

Executors' Notice.

**F. B. COOPER, Attorney
ESTATE OF S. A. SUPHES, DECEASED,
Letters testamentary on the estate of
S. A. McPhee, late of Connellsville, Pa.,
now deceased, are given to the undersigned
having been granted the under-
signed notice to hereby give to all
immediate relatives and to those having
knowledge of the deceased, notice of the
intention to publish the same, and for action
thereon, properly authenticated, for action
thereon.**

**EDWARD M. GHOSH, Executor,
127½ Federal Street, Connellsville, Pa.**

Charter Notice.

**GEORGE C. BRAIDSHAW, Attorney-at-
law.**

**601 Bank for Savings Building, Pitts-
burgh.**

**NOTICE IS HEREBY GIVEN THAT
an application will be made to the
Governor of Pennsylvania on Monday,
March 27, 1911, by S. M. Miller, F. J.
Bartling and C. W. Schick, under the
Act of Assembly entitled "An Act to
provide for the incorporation and regula-
tion of certain corporations," approved
April 29, 1874, and the supplements
thereto, for the charter of an intended
corporation to be called "FRANKLIN
COMPANY." The character and object of
which is the manufacture and supply
of light, heat and power, or any of
them, by electricity to the public or
to persons, partnerships, corporations
and associations residing therein,
and for those purposes to have,
name and for those purposes to have,
possess and enjoy all the rights, bene-
fits and privileges of said Act of
Assembly and supplements thereto.**

GEORGE C. BRAIDSHAW, Solicitor,

**601 Bank for Savings Building, Pitts-
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**GEORGE C. BRAIDSHAW, Attorney-at-
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provide for the incorporation and regula-
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April 29, 1874, and the supplements
thereto, for the charter of an intended
corporation to be called "LOWER
TYRONE ELECTRIC COMPANY." The
character and object of which is the
manufacture and supply of light, heat and
power, or any of them, by electricity to the
public or to persons, partnerships, cor-
porations and associations residing therein,
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March 27, 1911, by W. C. Lightfoot, D. M.
Balinger and Wm. W. Latimer, under the
Act of Assembly entitled "An Act to
provide for the incorporation and regula-
tion of certain corporations," approved
April 29, 1874, and the supplements
thereto, for the charter of an intended
corporation to be called "DUN-
DEELEAN ELECTRIC COMPANY." The
character and object of which is the
manufacture and supply of light, heat and
power, or any of them, by electricity to the
public or to persons, partnerships, cor-
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March 27, 1911, by A. E. Tuttles, E. M.
Balinger and C. W. Schick, under the
Act of Assembly entitled "An Act to
provide for the incorporation and regula-
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April 29, 1874, and the supplements
thereto, for the charter of an intended
corporation to be called "UPPER
TYRONE ELECTRIC COMPANY." The
character and object of which is the
manufacture and supply of light, heat and
power, or any of them, by electricity to the
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ELECTRIC COMPANY." The
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corporation to be called "HOOPER
& LONG COMPANY." The
character and object of which is the
manufacture and supply of light, heat and
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<b

NEWS OF A DAY IN SCOTTDALE.

Miss Rebecca Stauffer Falls Down Stairs and Breaks Her Arm.

CLASS GIVEN A LARGE PICTURE

Will Now Try to Get Missing Ones Back in Line—Others Filled Vacant Places—Chamber of Commerce Meeting—Miss Eicher's Party.

Special to The Courier.
SCOTTDALE, Feb. 27.—Miss Rebecca Stauffer, daughter of Mr. and Mrs. Henry W. Stauffer, when coming down stairs at her home on Market street, tripped and fell and broke her left arm on Saturday. The young lady had tripped and fallen about half of the flight of stairs.

Presented a Picture.

Artist H. J. Springer yesterday presented to the Men's Bible Class of the First Methodist Episcopal church a large photograph, about 3x4 feet in size, of the class in their recent meeting. The large picture will be hung in the basement room where there were 60 of the class assembled yesterday. A motion was passed that the photo be given to the postal service, whose duties require them to work six days or more a week throughout the year.

A bill extending the month leave to postal employees has been introduced in each congress for several years by Senator Penrose, chairman of the

A Whole Month's Vacation For Employees of Postoffices.

Special to The Courier.

WASHINGTON, Feb. 27.—Legislation demanded for many years by postal employees throughout the country and which will affect thousands of employees in the postal service in Pennsylvania, in all probability will be enacted during the present session of Congress, which, with some losses to the Senate, this week, contains a provision directing the Postmaster General to allow not exceeding 30 days leave of absence with pay each year to assistant postmasters, supervisors, clerks, city letter carriers, mechanics, skilled laborers, watchmen, messengers and laborers at first and second class postoffices. In Pennsylvania are 192 first and second class postoffices and the total numbers of postal employees included by the amendment is about 7,000. This number may be increased by another provision of the amendment extending the month's leave to railway postal clerks whose duties require them to work six days or more a week throughout the year.

Senator Penrose said today the Senate, undoubtedly, would adopt the amendment and that he expected similar action by the House.

THE GOOD ROADS MOVEMENT IS ON.

Meeting at Brownsville Saturday Afternoon Well Attended.

PAPER BY JAMES B. HOGG

Dealing With Location of Highways Was Principal One of Meeting. Many Supervisors Present. Also Highway Commissioner Hunter.

Special to The Courier.

BROWNSTOWN, Feb. 27.—There was a good attendance at the good road meeting held here on Saturday. Road Supervisors and others interested in the good roads movement in Fayette county came from all over the southern and river districts of the county. Highway Commissioner Joseph W. Hunter and George L. Moore, the latter of Brownsville, were among the speakers. The principal paper of the afternoon was read by James B. Hogg of Connellsville on "Highway Location." The meeting was presided over by Captain R. Scott, President of Fayette County Road Supervisors Association. The report read by Mr. Hogg was as follows:

James B. Hogg, county surveyor, read the following very able paper on "Highway Location."

In general the determination of the best location for a road requires a study of the topographical features of the region through which the road is to pass, and also an investigation of the nature and extent of the traffic to be provided for.

The location should be made with reference to the convenience and comfort, and perhaps also to the pleasure, of those who use it; and is frequently more of a social or political question than one of economics.

In locating a new wagon road, it is well to remember that the location will probably serve for many generations, and perhaps for all time, as the growing importance of the surrounding country and the location of buildings and of division lines of the land will render it difficult to move it.

It is well to remember that the location of a road is the field where costly errors and permanent blunders may creep in, and forever fasten themselves upon the road and its users; and, worse of all, these errors become more costly as the use of the road increases.

In Fayette county the roads are in the main already located, and the necessity for the location of new ones not often arises; and hence as a rule, the only application of the principles of economic location will be in the re-location of existing roads.

The object of a road is to provide a way for the transportation of persons and goods from one place to another with the least expenditure of power and expense. The facility with which this traffic or transportation may be conducted over any given road depends upon the resistances offered to the movement of vehicles.

The resistance is composed of: (1) The resistance offered by the roadway, which consists of (a) "friction" between the road and the wheel tires; (b) the resistance offered by the rolling of the wheels, occasioned by the want of uniformity in the road surface, or lack of strength to resist the penetrating efforts of loaded wheels, thus requiring the load to be lifted over projecting points and out of hollows and ruts thereby diminishing the effective load the horse may draw to such as it can lift. This resistance is called "resistance to rolling" or "penetrating"; (c) resistance due to gravity called "grade resistance"; (2) The resistance offered by gradient of 8 per cent as against 12

the vehicle itself, termed "axle friction;" (3) Resistance of the air.

The road which offers the least resistance to traffic should combine a surface on which the friction of the wheels is reduced to the least possible amount, while offering a good foothold for horses, so that they exert their utmost tractive power, and should be so located as to give the most direct route with the least gradients.

I have spent many years in railroad location and construction particularly in the Pacific northwest and while I think there is perhaps as much necessity for manufacturing engineering in locating a main highway as that of a railroad I shall try to keep away from the refinements of engineering as used in railroad construction as far as it would apply to a present day highway. All that is possible is the development of the automobile for pleasure and freighting purposes that the day may come when the cost of operating grades and curvature may be accurately calculated, and the line of economy between the first cost of construction and cost of operation as nicely balanced as the formulae in the location of a railroad line, the best location is that for which the sum of the interest on the cost of construction, and of the annual cost of maintaining the road and of conducting transportation over it, is a minimum.

At this time our roads are wonderfully and fearfully located that I admit that I approach the discussion of the subject "Highway Location" with considerable trepidation, but when I consider what that has been done in London in building the King's Highway, connecting its labyrinth of streets right through the heart of the city at the cost of millions of dollars, it requires no great amount of imagination to realize what we may accomplish in a different and smaller way with our country roads.

But to return to those matters of greater local interest, i.e., the Fayette county roads. We have no original locations to make merely a re-location of the existing highways, so that a competent road engineer probably would not be able to develop the best possibilities. The topography of the region to be traversed would permit, as he would be compelled not to diverge too far, and from time to time to me stretches of the old road, therefore in this discussion we will confine ourselves to the re-locating and adjusting of the grades of the existing roads, and the new roads which we could spend what money we would be able to raise in building roads radiating from the main trunk line. The development of such a system would no doubt take years but when done the measure of its life and usefulness baffles computation.

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ELUSIVE ISABEL

by JACQUES FUTRELLE
ILLUSTRATIONS BY M.G. KETTNER
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"I would advise that you stay, your Highness," said Mr. Grimm coldly. "Signor Petrosian will be pleased. You will probably subject yourself to the humiliations of arrest if you attempt to leave. The house is guarded by a dozen men."

"Your Highness?" Miss Thorne repeated blankly. "You are assuming a great deal, aren't you, Mr. Grimm?"

"I don't believe," and Mr. Grimm's litless eyes were fixed on those of the escaped prisoner, "I don't believe that Prince Benedicto d'Alvarez will deny his identity."

There was one of those long pauses, silent except for eyes challenging eyes—wits pitted against wits, and mind is hauled around to a new, and sometimes unattractive, view of a situation. Miss Thorne stood silent with rigid features, colorless as marble; but slowly a sneer settled about the lips of Signor Petrosian that was, and he sat down.

"You seem to know everything, Mr. Grimm," he taunted.

"I try to know everything, your Highness," was the reply. Mr. Grimm was still standing. He knew, for instance, that one week ago the plot which had born your freedom for its purpose was hatched; he knew the contents of every letter that passed between you and Miss Thorne here, notwithstanding the invisible ink; I know that four days ago several thousand dollars was smuggled in to you concealed in a basket of fruit; I know, with that money, you bribed your way out, while Miss Thorne or one of her agents bribed the guard in front of the station, the express company planned for to-night, and that the man who was delegated to take charge of it is now locked in my office under guard. It may interest you to know that it was I who took his place and made the escape possible. I know that much!"

"You—you—" the prince burst out suddenly. "You didn't me to escape?"

Miss Thorne was staring, staring at them with her eyes widely distended, and her red lips slightly parted.

"Who did you assist him?" she demanded.

"Details are scarce, Miss Thorne," replied Mr. Grimm with the utmost courtesy. "There is one other thing I know—that the Latin compact will not be signed in the United States."

The prince's eyes met Miss Thorne's inquisitively, and she shook her head. The answer was still playing about his mouth.

"Anything else of special interest that you know?" he queried.

"Yes, of interest to both you and Miss Thorne. That is merely if the Latin compact is signed anywhere, the English-speaking countries of the world might construe it as a cause, well and strike soon enough, and hard enough, to put us end to it once and for all."

Again there was silence for a little, while only the prince's eyes were twinkling, and a shadow flitted across Miss Thorne's face. The prince remained silently.

"Well, what is the meaning of all this? Are you going to take me back to prison?"

"No," said Mr. Grimm. He glanced at his watch. "I will give each of you one-half hour to pack your belongings. We must catch a train at one o'clock."

"Leave the city!" gasped Miss Thorne.

"Impossible!" exclaimed the prince.

"One-half hour," said Mr. Grimm coldly.

"But—but it's out of the question," exploded Miss Thorne.

"One-half hour," repeated Mr. Grimm. He didn't dare to meet those wonderful blue-gray eyes now. "A special car with private compartments will be attached to the regular train, and the only inconvenience to you will be the fact that the three of us will be compelled to sit up all night. Half a dozen other Secret Service men will be on the train with us."

And then the prince's entire manner underwent a change.

"Mr. Grimm," he said earnestly, "it is absolutely necessary that I remain in Washington for another week—remain here even if I am locked up again—lock me up again if you like. I can't sign compacts in prison."

"Twenty-five minutes," replied Mr. Grimm quietly.

"But here," exclaimed the prince explosively, "I have credentials which will insure my protection in spite of your laws."

"I know that," said Mr. Grimm placidly. "Credentials of that nature cannot be presented at midnight, and you will not be here to-morrow to present them. The fact that you have these credentials, your Highness, is one reason why you must leave Washington now, tonight."

CHAPTER XIX.

By Wireless.

They paused in the office, the three of them, and while Miss Thorne was giving some instructions as to her baggage the prince went over the telegraph book and began to write a message in a blank. Mr. Grimm stopped at his elbow.

"No, no, a note, for a letter, nor many words to say, one," Mr.

utter as you saw it, and—"

"Failed!" she interrupted.

"And I have done my duty as I saw it."

"And won!" she added. She smiled a little easily. "I think, perhaps you and I might have been excellent friends if it had not been for all this."

"I know we should have," said Mr. Grimm, almost eagerly. "I wonder if you will ever forgive me for—for?"

"Forgive you?" she repeated.

"There is nothing to forgive. One must do one's duty. But I wish it could have been otherwise."

The Statue of Liberty stood by, and Governor's Island and Fort Hamilton, then, in the distance. Sandy Hook light came into view.

"I'm going to leave you here," said Mr. Grimm, and for the first time there was a tense, strained note in his voice.

Miss Thorne's blue-gray eyes had grown mirthfully thoughtful; the words started her a little and she turned to face him.

"It may be that you and I shall never meet again," Mr. Grimm went on.

"We will meet again," she said gravely. "When and where I don't know, but it will come."

"And when?" she may be.

"Why, we are friends now, aren't we?" she asked, and again the smile curved her scarlet lips. "Surely we are friends, aren't we?"

"We are," he declared positively.

As they started forward a revenue cutter which had been hovering about the coast glided up to them, flung a signal at her masthead. Slowly the great boat on which they stood crept along, then the clang of a bell in the sternroom brought her to a standstill, and the revenue cutter came alongside.

"I leave you here," Mr. Grimm said again. "It's good-bye."

"Good-bye," she said softly. "Good-bye, till we meet once more."

She extended both hands impulsively and he stood for an instant staring into the limpid gray eyes, then, turning, went below. From the revenue cutter he waved a hand at her as the great Lusitania, moving again, sped on her way. The prince joined Miss Thorne on the rail. The scowl was still on his face.

"And now what?" he demanded abruptly. "This man has treated us as if we were a pair of children."

"He's a wonderful man," she replied.

"That may be—but we have been fools to allow him to do all this!"

Miss Thorne turned Italy and faced him.

"We are not beaten yet," she said slowly. "If all things go well we are not beaten yet."

The Lusitania was rounding Montauk Point when the wireless brought her to a half-speed with a curt message:

"Isabel Thorne and Pietro Petrosian aboard Lusitania wanted on warship charging conspiracy. Tug-boat will take them off. Intercept you beyond Montauk Point."

"CAMPBELL, Secret Service."

"What does that mean?" asked the prince, being told.

"The prince will be doffed to the ship," Mr. Grimm said.

"It was only that," she replied, with a slight smile. "And it is too early to ask where we are going."

The prince turned quickly at the question.

"We take the Lusitania for Liverpool at ten o'clock," said Mr. Grimm obligingly. "Meanwhile let's get some coffee and a bite to eat."

"Are you going to make the trip with us?" asked her.

"It's the most marvelous bit of mechanism in the world; the dynamics of the western hemisphere. You would have destroyed it, because in the

meantime that the compact will be signed in Washington in spite of Mr. Grimm," and there was the glint of triumph in her eyes. "With the aid of one of the maids in the depot at Jersey City I managed to get a telegram of explanation and instruction to Dr. For in New York, and this is the result. He signed Mr. Campbell's name, I suppose, to give weight to the message."

"An hour later a tug-boat came alongside, and they went aboard."

CHAPTER XX.

The Light in the Dome.

From where he sat, in a tiny alcove which jutted out and encircled upon the lip of the sidewalk, Mr. Grimm looked down on Pennsylvania Avenue, the central thread of Washington, ever changing, always brilliant, splashed at regular intervals with light from high-dung electric arcs. The early theater crowd was in the street, well and gaily dressed, all full of fun for the moment of all things save physical comfort and amusement; automobiles, carriages, cabs, cars flowed for the moment of all things save physical comfort and amusement; automobiles, carriages, cabs, cars flowed past endlessly; and yet Mr. Grimm saw naught of it. In far distance, at one end of the avenue the dome of the capital clung the shadows of night, and a single light sparkled at its apex; in the other direction, at the left of the treasury building, which abruptly blocks the wide thoroughfare, were the shimmering windows of the White House.

Motionless, moody, thoughtful, Mr. Grimm sat, staring, staring straight ahead, comprehending none of these things which lay before him as in a panorama. Instead, his memory was conjuring up a pair of subtle, blue-gray eyes, now pleading, now coquettish, now frankly defiant; two silken, white, wonderful hands; a pleasant, throaty laugh; a splendid, elusive, radiantly-hair phantom. Truly a woman of mystery! Who was she? Who was this Isabel? There had been a past, had been the storm-center and directing mind of a vast international intrigue which threatened the world with war? Who, this remarkable young woman who with ease and assurance commanded ambassadors and plenipotentiaries as pawns?

Now that she was safely out of the country Mr. Grimm had leisure to speculate. Upon him had devolved the duty of blocking her plans, and he had done so—mercilessly of his own feelings and of hers. Hesitation or evasion had never occurred to him. It was a thing to be done, and he did it. He wondered if she had understood them, the last words he had said? He wondered if she knew the struggle it had cost him deliberately to send her out of his life? Or had even surmised that her expulsion from the country, by his direct act, was wholly lacking in the exultation of triumph to him; that it struck death

"That is an unjust way of saying it," she interposed. And then, musingly: "Isn't it odd that you and I—standing here by the rail—have in a way held the destinies of the whole great earth in our hands? And now your remark makes me feel that you alone have stood for peace and the greater good, and I for destruction and evil."

"I didn't mean that," Mr. Grimm said quickly. "You have done your

best than that, I know the letters, official exterior, into his personal happiness? And wondering, he knew that she did understand.

A silent, shod waiter came and placed the coffee things at his elbow. He didn't heed. The waiter poured a demitasse and inquiringly lifted a lump of sugar to the silver tongs. Still Mr. Grimm didn't heed. At last the waiter deposited the sugar on the edge of the fragile saucer, and moved away as silently as he had come. A newspaper which Mr. Grimm had placed on the end of the table when he sat down, rattled a little as a breeze from the open window caught it, then the top edge fell off and fell to the floor. Mr. Grimm was still staring out of the window.

Slowly the room behind him was thinning of its crowd as the theater-bound diners went out in twos and threes. The last of these disappeared finally, and gave way for Mr. Grimm there were not more than a dozen persons left in the place. Thus for a few minutes, and then the swinging doors leading from the street clicked, and a gentleman entered. He glanced around, as if seeking a seat near a window, then he moved along in Mr. Grimm's direction, between the rows of tables, and stopped beside him.

"Mr. Grimm?" he said, looking down at Mr. Grimm.

"And what?" he may be.

"We are friends now, aren't we?" she asked, and again the smile curved her scarlet lips.

"Your paper?" he inquired courteously.

"We are," he declared positively.

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SOUTH SIDE COMING ALONG.

One More Directors' Meeting
Might Clinch the Pen-
nant for Them.

ONLY HALF GAME BEHIND

League Directors Reverse Themselves,
But That Is Nothing to be Surprised
Over—Fortunately for McKeesport
Season Ends This Week.

Sources Saturday.
Johnstown 21; Cokers 20;
South Side 17; Uniontown 23.

Club Standing.

McKeesport	17	21	701
Johnstown	20	21	601
CONNELLSVILLE	20	21	428
Homestead	19	21	325
Uniontown	17	20	270
*Distressed.			

Cokers Tonight.
Cokers at Johnstown.
Johnstown at McKeesport.

"Tis a happy, happy thing for McKeesport that the season of the Central League closes this week. If it were over beyond that time the directors could get together next Saturday and put off some more funny stunts. Yesterday they held a contest and brought South Side up with in half a game of McKeesport. They performed this clever bit of legerdemain by throwing in a game they had formerly thrown out. This was the game South Side defeated McKeesport 25-21, presided over by a raw amateur as a referee.

Instead of firing President Leithen for sending an unseasoned man to such an important game the directors decided to let the team play it over again. Since the finish seemed to put McKeesport an easy winner the directors decided to make it close and exciting and proceeded to do the reversing act.

Mckeesport meets Johnstown, Connellsville and South Side at home this week and Connellsville on the road. South Side has Johnstown at home and goes to Johnstown and McKeesport. Homestead, which is behind, has one chance in a dozen to beat out the others. It is a good bet this latest move on the part of the league directors will spur the Tubs on to a week of consecutive victories. South Side will probably get at least one setback from Johnstown, possibly two and a wallop from the Tubs to clinch the matter.

The directors decided to let the Connellsville-South Side game, in which Steve White acted as referee, go ahead as played. All things considered, with Homestead so far behind, forfeited. This gave McKeesport and Uniontown three victories each; Johnstown and South Side four each and Connellsville two.

COKE'S LOST AGAIN.

Johnstown Defeated Them Easily Sat-
urday Night 25-20.

The Cokers had no better luck Saturday night than they had the night before. They lost 25 to 20. Hertz was the only successful shot putter, although Kummer ran away with the game except in the first part of the second half when the locals started to cut down a big lead and almost succeeded. The first half ended 21-16 in favor of Johnstown.

The Cokers have four games in a row this week. They hope to defeat Uniontown there, but have little hope of putting one of the two games across on McKeesport for the Tubs have certainly shown great form against the locals in every game save one this season.

The defeat at Johnstown Saturday night gave the Cokers only an even break on the season—7 to 7. Each team won one game on the other's floor and lost all the rest. The line-up:

Cokers—20.	Johnstown—22.
Dark	Parkard
Kummer	Forward
Ahern	Center
Bexx	Wohlfarth
Doherty	Guard
Substitutions—Coker	for Ahern
Posse	for Wohlfarth
Fifth game—Bexx	1. Doherty
Kummer	2. Ahern
Posse	3. Wohlfarth
Fifth game—Kummer	4. Kummer
Posse	5. Doherty
Posse	6. Wohlfarth
Posse	7. Kummer
Posse	8. Doherty
Posse	9. Wohlfarth
Posse	10. Kummer
Posse	11. Doherty
Posse	12. Wohlfarth
Posse	13. Kummer
Posse	14. Doherty
Posse	15. Wohlfarth
Posse	16. Kummer
Posse	17. Doherty
Posse	18. Wohlfarth
Posse	19. Kummer
Posse	20. Doherty
Posse	21. Wohlfarth
Posse	22. Kummer
Posse	23. Doherty
Posse	24. Wohlfarth
Posse	25. Kummer
Posse	26. Doherty
Posse	27. Wohlfarth
Posse	28. Kummer
Posse	29. Doherty
Posse	30. Wohlfarth
Posse	31. Kummer
Posse	32. Doherty
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Posse	39. Wohlfarth
Posse	40. Kummer
Posse	41. Doherty
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Posse	208. Kummer
Posse	209. Doherty
Posse	210. Wohlfarth
Posse	211. Kummer
Posse	212. Doherty
Posse	213. Wohlfarth
Posse	214. Kummer
Posse	215. Doherty
Posse	216. Wohlfarth
Posse	217. Kummer
Posse	218. Doherty
Posse	219. Wohlfarth
Posse	220. Kummer
Posse	221. Doherty
Posse	222. Wohlfarth
Posse	223. Kummer
Posse	224. Doherty
Posse	225. Wohlfarth
Posse	226. Kummer
Posse	227. Doherty
Posse	228. Wohlfarth
Posse	229. Kummer
Posse	230. Doherty
Posse	231. Wohlfarth
Posse	232. Kummer
Posse	233. Doherty
Posse	234. Wohlfarth
Posse	235. Kummer
Posse	236. Doherty
Posse	237. Wohlfarth
Posse	238. Kummer
Posse	239. Doherty
Posse	240. Wohlfarth
Posse	241. Kummer
Posse	242. Doherty
Posse	243. Wohlfarth
Posse	244. Kummer
Posse	245. Doherty
Posse	246. Wohlfarth
Posse	247. Kummer
Posse	248. Doherty
Posse	249. Wohlfarth
Posse	250. Kummer
Posse	251. Doherty
Posse	252. Wohlfarth
Posse	253. Kummer
Posse	254. Doh